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Corvairsation

letting the good times roll since 1975

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Volume 31, Number 9

ALL THE VINTAGE CONVENIENCES

by David Freiburger, Editor in Chief, Hot Rod Magazine, December 2006.

Submitted by Van Pershing, Asst Ed: Okay, this article isn't about a Corvair, but it's the best article I ever read that expresses my feelings about the old iron (and/or aluminum) we drive. Read it and see for yourself if there aren't some choice phrases that also express your sentiments harkening you to a place and time that is quickly vanishing. VP

It's been a dry spell for me, rodding wise. Between corporate commitments and a broken wrist (surprisingly, the two are unrelated), lots of the time on the road in rental cars, and some trips with my friends from 4-Wheel & Off Road magazine, I've been at the wheel of late-model cars more often than not for at least four months. And then, just the other day, I borrowed Steve Dulcich's old Dart. It's been a long time since I had one of my own, but I settled into it with comfortable familiarity and an instant recollection of what I've always know: the '68 Dodge Dart is the pinnacle of automotive convenience and driving pleasure.

It's true. I knew it immediately when I twisted the key and it cranked over without that brief and infuriating multiplexing, computerized delay. I was able to fling the little TorqueFlite into gear without my foot on the brake, and when I did mash the left peddle, the car never fought me about whether it wanted to stop or not. The doors never once locked me in against my will, there wasn't a warning sticker in sight, and didn't take a degree in computer science to find Van Halen on the thumb-wheel radio. There was nothing but valve float to limit the rpm, and I didn't have to punch a switch on the dash for permission to let me spin the tires. The shoulder belts were conveniently tucked up into the headliner by the factory, saving me the trouble, and if there was ever a warning buzzer, it was engineered specifically to be disconnected within the first 15 minutes of ownership. It was as if no lawyers had ever been born. This was livin'.

When you've got a '68 Dart, you don't have theater lighting or an inside rear view mirror with its own wring harness, and you never have to linger on the front porch wondering if your headlights will actually shut off. The car knew you meant it when you hit the switch the first time. It responds to your every command with the ease of one-finger power

steering. It knows you and you know it. When something electrical dies, you know exactly how to replace the fusible link or ballast resistor, and you never have to go to the dealer to have the code reset. You can work on the Dart at home, and in fact, you can actually find the engine virtually every time you open the hood. But if you have the Slant Six, you needn't be bothered: it came stock with the 100,000-mile tune-up, and you can usually push that a little. It'll deliver 20 mpg when you treat it right, and it'll run on dog water. The whole thing is like the elegant simplicity of the foot-operated window-washer pump.

The Dart is a bastion of similarly fantastic and long-forgotten features, like chrome bumper rather than love handles. It's got a bench seat which is more road-tripable than buckets and ever more compliant with age. It's coated in vinyl that accepts duct tape far better than any tweedy cloth ever could. There are handy wind wings, a '68-only lower dash pod that acts as a convenient catchall, and those Mopar A-body under dash fresh air doors that open up and have room for a few Coke cans. The window sill is at the perfect height for the casual elbow and the aero is designed to let in just enough wind to prevent you from talking on a cell phone but not enough to buffet you into annoyance. You are part of the driving experience rather than being protected from it, and there's no on-board computer capable of broadcasting your actions or location to anyone. You've got traction control at the end of your right leg and global positioning in the map on the back seat.

Yet the '68 Dart is not entirely without room for improvement. If it had power windows, I'd endorse an auto-down feature, and those modern delay wipers are really good. For today's world, an extra power port would also be handy, although we'd still call it a cigar lighter. It would be hard to turn down a few cupholders. That's nothing that Pep Boys can't solve, bringing the Dart into sheer perfection.

Anyone have one they want to unload?

I don't know of any Darts for sale, however, I do know of a few vintage Chevrolet Corvairs that will surely cure any desire for that forgotten feeling of being in touch with the road again ... and part of the driving experience! --Ed.

Tucson Corvair Association Established 1975

Corvairsation is a monthly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA) chapter 857.

Monthly Meetings are held on the fourth Wednesday of each month, except November and December. One technical/social event is planned for each month, except July and August.

Membership Dues are \$15 for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

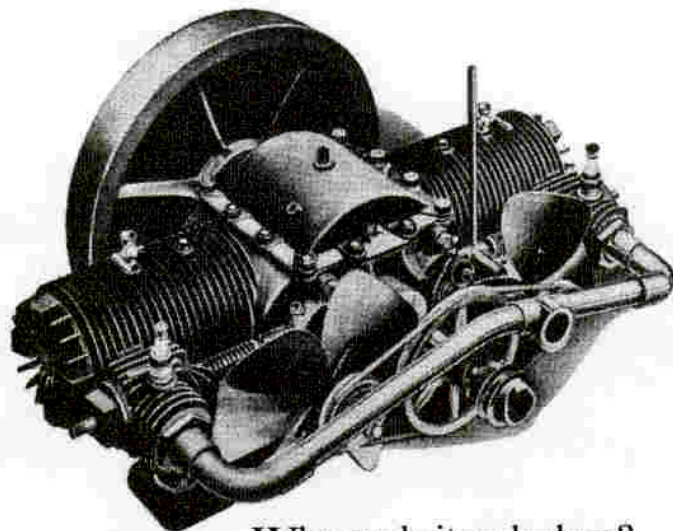
Change of Address: Report any changes of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

CORSA Membership Dues are \$35 per year (\$70 for 26 months) and include subscription to the CORSA Communique, a monthly publication. CORSA membership is not required for membership in the TCA, but is highly recommended. See any TCA officer for more information.

Classified Ads are free to members and \$3 per 4-line ad to non-members. Deadline for materials submitted for publication in the Corvairsation is the 10th of the month.

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Web Site Address: www.corvairs.org



Who made it and when?

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The Perfect Air Cooled Motor

This two-cylinder, direct opposed, 4 1/8-inch bore, 4-inch stroke, 14-horse power (A.L.A.M. rating), four cycle, air-cooled motor featured mechanically operated exhaust, automatic intake, 1 5/8-inch nickel steel forged crank shaft, two four-blade fans running twice the speed of the crank shaft. The cylinder heads were removable. It had a large 3-inch ball thrust bearing between fly wheel and crank case. Pet cocks in each cylinder. All crank shaft and connecting rod bearings were accessible and adjustable. It was marketed in Chicago and claimed nearly 1 1/2-horse power per 100 pounds; "the correct proportion of power and weight to make a good hill climber and excellent performer in sand or mud."

TCA 2007 Events at a Glance

FEB

- 14 WED *TCA Board Meeting*, Wingstop - Campbell and Ft. Lowell behind Walgreens - 6pm.
- 24 SAT *Hamburger Sonic Social and Corvair Evening SONIC DRIVE IN Broadway at Plumber*, 2222 East Broadway Blvd., 6pm.-7:30pm
- 28 WED *Regular Monthly Meeting* Micha's North, 1220 East Prince Road, 6pm. Optional dinner at 6:20, meeting starts at 7pm

MARCH

- 4 SUN *19th Annual Tucson Collectible Toy Show* 9am-3pm Pima County Fairgrounds:400 tables, largest toy show in the Southwest!\$3 admission
- 14 WED *TCA Board Meeting*, Famous Dave's 4565 N. Oracle.- 6pm.
- 25 SUN *Arizona Renaissance Festival* Meet at 9am at Metropolitan Grill-Oracle and Magee rds. Festival opens at 10am. Free Parking
- 28 WED *Regular Monthly Meeting* Micha's North, 1220 East Prince Road, 6pm. Optional dinner at 6:20, meeting starts at 7pm

APRIL

- 11 WED *TCA Board Meeting*, Risky Business, 250 S. Craycroft - ground level of KB Homes 4-story bldg.- 6pm.
- 25 WED *Regular Monthly Meeting* Micha's North, 1220 East Prince Road, 6pm. Optional dinner at 6:20, meeting starts at 7pm

Tucson Corvair Association Regular Membership Meeting Minutes

January 24, 2007

Members Present: Bill Maynard, Lynn Marrs, Chris Cunningham, Barry Cunningham, Don Robinson, Ryan Green, John Deeb, Van Pershing, Marci Tucker, Bill Leslie, Amy and John Young, John Frugoli, Lisa Leon, Allen Elvick, and new member Bob Wilbee (has a '63 convertible).

President Maynard called the meeting to order at 7:05 pm. **Approval of the Minutes** for December 2006: No Minutes for the Holiday Party at Cody's Beef and Beans. **President's Report:** Bill Maynard reported that due to the very cold weather and rain most of the club did not go to the Tubac Car show even though it was held.

The Corvair Library is stored at the home of Bill Maynard. It has tools for your use as well as books. We need someone to go through the library and find the inventory list or perhaps do a NEW inventory list. Bill also mentioned that the National Convention will be held in Detroit this year in July at the GM Tech-Center.

Vice-President's Report: No report at this time. Dave Lynch is not present due to a back injury.

Treasurer's Report: Allen Elvick reported that the ending balance at this time is \$3505.96. Dues are due at this time, if you have not paid please send your dues in.

Nomination Committee: Consisting of Chris, Bill, and Van, the committee recommended that Dave Lynch be President, John Fuigoli -Vice President, Marci Tucker - Secretary, Van Pershing - WebMaster Barry Cunningham - Treasurer. Chris Cunningham will continue doing his superb job as the Editor for the newsletter.

The Club would like to thank Bill Maynard for serving as an excellent President for 3 years and Lynn Marrs was an efficient secretary for 3 years. Allen Elvick has been the Treasurer for ever and ever and ever and kept everything and everyone straight!!! Thank you all for your dedication and work in this club. The votes will be taken at the February meeting and new officers will do their takeover at the March meeting.

Editor's Corner: Chris Cunningham expounded on the Franklin Museum and the action that the court has taken to put everything back in its place here in Tucson as Tom Hubbard commanded in his trust before he died.

Committees:

Website - Van Pershing would like people to e-mail him pictures and events to post on the website and/or for sale items.

Library: No Report other than an inventory is needed.

Raffle Tonight: Raffle winners tonight were, Bill Leslie, Ryan Green, Bill Maynard, Amy Young, Bob Willbe won raffle prizes, and John Deeb won the original windshield bottle for his car. There are 6 Corvairs here at the meeting tonight,

Tech Talk: There was talk about disassembling the differential and the tool to break it apart. The gooseneck needs to be taken apart to put it all back together. Auto Zone will let you borrow tools you need to use for a deposit. It was noted that on Tuesday nights on the new TV show "What about Brian?" they feature a Corsa on the show. New member Robert Wilbee stated that he has three (3) push-button radios if anyone needs one.

Adjourn: A motion to adjourn was made at 8:35 by Ryan Green and seconded by Bill Leslie. Motion passed.

Respectfully submitted,

Recording Secretary

Lynn Marrs

THE ARIZONA RENAISSANCE FESTIVAL & Artisan Marketplac



The Tucson Corvair Association heads north on Sunday, March 25 for a fun-filled family day in the park. Grab the kids, fill up the Corvair, and bring your appetite to the greatest party since Camelot. Don't know much about the mythical Camelot? Don't worry, you'll find out if you come.

We will gather in the parking lot of the Metro Grill at Oracle and Magee roads at 9am. We will depart before 9:30am. Enjoy a short drive north on US Highway 77 through Oracle, Mammoth, and Winkelman. Then through the breathtaking mining scenery of Hayden, Kearney, and Superior. The Festival is seven miles east of Apache Junction on US Highway 60.

The Arizona Renaissance Festival is a medieval amusement park, a 12-stage theater, a 30-acre circus, an arts and crafts fair, a jousting tournament and a feast -- all rolled into one non-stop, day-long family adventure!

The Festival runs each year from February 1st to April 10th, Saturdays, Sundays, and Presidents' Day, 10am to 6pm. For more information, please call 520-463-2700 or visit Website at www.royalfaires.com/ARIZONA/.

Tickets: You can always save with discount tickets at Fry's Food and Drug Stores - \$18.00/adults and \$6.00/children (5-12). Tickets purchased on the day of the show will be \$2 higher. Senior (60 and over) tickets are \$17.00 and are only available on the day of the show at the Main Gate Ticket Booth.

COUPON OFFERS FOR 2007 FESTIVAL!

Kids Free ages 5 - 12 with paying adult valid February 25 - April 1. SAVE \$8! with coupon. Present your coupon at the Festival Box Office. Coupons are available at Blockbuster Video, Roman Meal bread bags, Wendy's & Shell stations while supplies last.

Fruit of the Vine! Special Event March 24 and 25. Learn about the History of Wine and sample wines from Redwood Creek.

CORSA International Convention returns to Detroit in 2007

Bill Maynard mentioned the next convention at the January membership meeting, and the *CORSA Communique* featured an article "Where It All Started," published in the January issue, but for those members not present at the meeting, and for those who do not receive the *Communique*, they can read a little more about this special homecoming here and in upcoming issues of the *Corvairsation*.

In addition to offering a full-slate of activities for the Corvair enthusiast including the Concours d'Elegance, Valve Cover races, people's choice car display, tech sessions, autocross, rally, and economy run, group meetings and guest speakers, a Detroit Princess dinner cruise along the Detroit River, and a tour of the Ford Rouge Factory Plant, this convention offers an excellent opportunity to tour three fantastic automobile museums: The Henry Ford Museum, the GM Heritage Museum, and the Ypsilanti Heritage Museum which is the home for the Corvair Preservation Foundation Museum and the last known operating Hudson dealer.

Another important attraction for this convention is its close proximity to the GM Tech Center. The Center is located on the same street as the host hotel and is in cooperation with the concours and car display on the Tech Center's grassy grounds just beyond the GM Engineering building.

The Ford Rouge Factory is located a few miles south of Detroit at the confluence of the Rouge and Detroit Rivers. The original Rouge complex was a mile-and-a-half wide and more than a mile long. The multiplex of 93 buildings totaled 15,767,708 square feet of floor area crisscrossed by 120 miles of conveyors.



Ford Rouge Factory

Developed between 1917 and 1928, the Rouge was an automotive "ore to assembly" complex. Henry Ford's idea was to achieve "a continuous, nonstop process from raw material to finished product, with no pause even for warehousing or storage."

Make your reservations early and begin planning now for some summer fun in Detroit. For reservations with the Best Western Sterling Inn, call 800-953-1400, or visit sterlinginn.com.



LOST AND FOUND: The Corvair Miracle

By CRAIG PURSLEY



IN 1966, MY DAD PULLED INTO OUR DRIVEWAY in Lexington in a red '64 Corvair Monza convertible. It was as good as new, except that the original owner had removed the round rear-view mirrors on the doors and replaced them with rectangular ones farther forward – more useful when towing his boat. At the time, I didn't realize how important those mirrors would become.

A few years later, I learned how to drive on the little three-speed, out on the country roads of Dawson County with my dad. Out there, the main danger was driving into a ditch or hitting a jackrabbit. The terrain was so open and flat that you could see the dusty rooster tail of another vehicle from miles away. Dad always seemed calm as he patiently guided me through the jerks and grindings until I finally got the hang of shifting.

I remember one perfect night in the summer of 1970 – parked in front of my girlfriend's house, staring up at a star-filled sky, while our song, "Make It With You" played.

It was the first time I ever told a girl I loved her, and the first time a girl ever told me she loved me.

I know what you're thinking, and the answer is no. It was too small a car and I was too big and too shy.

I didn't call the car "the Corvair," just "Corvair," like Steve or Jane. Sometimes I patted the curve of the dash like a horse's neck. I loved Corvair.

You can imagine how much I regretted the careless driving that resulted in a dent in the passenger side door. Dad never spoke about fixing it and I couldn't afford to, so it stayed dented through the rest of summer after high school – a constant reminder of my negligence.

As summer's end approached, I was surprised when the folks gave me a nearly new Monte Carlo in which to go to college. The little convertible sat in front of the house, suddenly forgotten, as I drove off to school.

But on one of my first visits back, I learned that dad had sold it, and it was as if he'd sold the family golden retriever



in my absence. I'd loved my little Corvair! Then dad laid the biggest bomb. "I put an ad in the paper for three weeks and no one even called on it," he said, "so I sold it to the local junkman for \$125."

My golden retriever had been sold to the rendering plant for pocket change!

About six years later, I saw a story in a magazine about the resurgence of the Corvair and how it had attained a "cult car" status. They were selling for around \$3,600! I went to find my old car, but learned that the junkman had died after selling the car, and no one knew where it was. I had to give up.

On at least two occasions over the last several years, I had a dream in which I'd visit my old Corvair in some large farm building. Then I'd wake up disappointed. On warm, sunny days, I would often think, "What a great day this would be to put the top down and go for a drive."

So finally, in July 2004, I decided to look for another '64 Corvair convertible. While searching online from my home in New Hampshire, I found a picture of a red Corvair with a white top. The car was sitting in a Nebraska pasture, its paint oxidized and windshield cracked. There were holes in the top, a tire was flat, and the passenger door side panel had a big dent.

"What a coincidence," I thought. "That's right where I got hit." I read that the car had been auctioned two years earlier at Bladen, Neb., about a hundred miles from my hometown. Now I was intrigued.

Then I noticed that someone had replaced the standard round mirrors with larger, rectangular ones moved farther forward. I began to tingle. I was looking at the very car in which I'd learned to drive 35 years earlier, my old favorite that I hadn't seen since 1972.

What were the odds of finding this car after so long? If it

hadn't been for that dent, I might never have thought that the car in the photo could be mine. What if someone in the last three decades had fixed it, or replaced those mirrors? What if the auctioneer had photographed the car's good side? And why was that photo still floating around cyberspace two years after the auction? I did the same Google search a week later and the picture was gone.

But with the information I'd already found, I was able to locate the current owner. I bought my old car for \$550 and had it shipped to my home 1,200 miles away in New England.

Though the interior was infested with mice and smelled like a barn, the body was in surprisingly good shape. And Corvair held still more surprises. In preparing the car for restoration, I found treasures such as the fringed flaps from my dad's old golf shoes, one of my old guitar picks with "Rod's Music" (Lexington's only music store) embossed in gold letters, and my dad's 1923 silver dollar key chain with a spare key to our home.

Corvair is now fully restored and rides as smooth as can be. You can't imagine how good it feels to drive it again. I hung the golf shoe flaps by a shoestring from the rear view mirror, and put the new key on Dad's old key ring. The car's license plate reads "LST & FND." 🐾

About the author - Craig Pursley grew up in Lexington and now lives in Bath, N.H.



Craig Pursley's Corvair was in tough shape when he discovered it on the Internet, but the dented passenger door helped him identify the car. So did the non-standard side mirrors (visible on restored car, above). His dad's spare key to their home in Lexington was still tucked under the dash.

Spares and Vairs



FOR SALE: 1960 Corvair 4-dr parts car. O'Reilly Chevrolet/Tucson car. Rough but complete. Call Allen 883-4337 or Chris at 670-9676. AZ

WANTED: LM left & right rear panel trim pieces. Call John Frigolli: 312-3574. AZ

WANTED: 1964-66 3-bar spinners, complete or parts. Geoff Johnson: 505-730-6601. NM

FOR SALE: '64-'69 Stock crankshaft gear, brand new - never installed, Clark's # C786x, Clarks price - \$89.65. My price - \$75.00. Contact Dave Lynch at lynchmob@theriver.com or 325-0750.



FOR SALE: 1961 Corvair Monza, two door, 4speed, solid body, no broken windows, 98% complete, ready to restore. Car is

located in Tucson, Az. \$500 for info call Rudy at 822-3079 or 661-4442.

trokitaville@gainusa.com (picture on left)

FOR SALE: 1964 Monza sedan -needs work. Also 1961 Monza coupe - needs work. Cary Hubbard: 505-350-0483. NM

FOR SALE: 1968 Monza convertible, 110hp, 4-speed. New front seat

upholstery, new carpet, 2-yr. old top. SHEET metal in floor has been replaced. Needs paint, has rust.

Asking \$3000. John Arnold: 505-281-5542. NM

FOR SALE: 1962 Wagon 700 \$1500 - OBO. Terry Price: 505-872-0100. NM

FOR SALE: 1967 Monza 2-dr coupe, 110hp, auto. Great interior, gd condition. \$2500. Terry Price: 505-872-0100. NM

FOR SALE: 1961 Monza coupe, '66 110hp engine, powerglide. New interior, needs paint, minor body work. Make offer. Hurley Wilvert, 505-281-1732, hurbrenwil@peoplepc.com. NM

FOR SALE: 1968 Monza coupe, 110hp rebuilt engine w/4 carbs, powerglide, new paint, gd interior. Make offer. Hurley Wilvert, 505-281-1732, hurbrenwil@peoplepc.com. NM

WANTED: Late NOS front panel. Jerry Goffe: 505-345-3100, 505-346-4220. NM

FOR SALE: '65 Monza convertible, white, red interior, needs top, needs restoration, runs. AT has problem, power top works. \$800. CHRIS McCarthy 804-262-3299 cem1133@comcast.net. VA

FOR SALE: '65 Turbo convertible. Gd inspection, new tires. Runs well. Engine rebuilt a few years ago. Saginaw 4-spd. Body solid but has dent on left fender and bumper. Paint faded, needs top, interior fair. \$4000. Stanley Ullman: 804-833-4696. VA

FOR SALE: '64 Spyder coupe, garage kept since 1982, solid body, engine rebuilt at great expense, but fouls plugs. Not driven recently. Comes w/extra parts. \$2500. Linwood Melton: 804-271-7461. Chesterfield, VA.

FOR SALE: 1965 Monza coupe, 110, 4-spd needs some work, body not too bad. Rockers have some bondo, trunk is solid, battery tray and rear quarters not too bad. Asking \$1950. OBO. Stewart: 804-326-0919, cel: 804-690-9000. Highland Springs, VA

FOR SALE: 3 Corvairs for sale: 1962 Monza convert- runs. 2 Corvair Spydere for parts, one w/turbo motor. \$3300 OBO. 1-888-709-0946 or 434-696-3941, nicholsrehabservices@yahoo.com. VA

FOR SALE: 1965 Monza convertible, 140hp, 4-spd. Engine partially disassembled (had knock). \$2000. Vicki and Andy Lemaster: 804-559-6612. VA

FOR SALE: Full wheel covers for 1964, '65, & '66 \$10 each. Five 1960 Chevrolet Corvair small hubcaps, \$50 per set. Corvair literature for sale. Ken Brunnell: 804-458-1424 after 6pm. VA

FOR SALE: 1967 Monza coupe by second owner. Needs engine work, but runs, auto. Interior needs attention. Light blue, has mid-west rust. Asking \$500. Jerry McBride: 303-948-8038. CO

FOR SALE: Mark Veneklasen has lots of parts he needs to sell right away. He has some NOS or used sheet metal parts that must go. Please call for needs: 970-388-2881. CO

FOR SALE: 1965 Monza convertible. 110hp, 4-spd, indigo blue w/wh/blk interior, power top, almost complete restoration. Project begun in 1995. Car has new paint and several body panels. Engine has been rebuilt. Interior is unfinished. Many new and refurbished parts purchased to complete restoration are included. Car has been stored in a conditioned space. Photos on request. \$5500. 919-844-7134, publici@bellsouth.net. NC

FOR SALE: Car-B-Que (North Carolina style). 1965 Monza 4-dr. Car now has two 19000 BTU gas grills in the engine bay. Plans were to convert trunk into ice box. Store supplies in the interior compartment. Use the grills to cook for multiple people at a time. It is an unfinished project, but useable as is. 14" rally wheels included. Bring a tow bar - \$500 Jeff Barrett: 828-628-3397. NC



**Monthly Newsletter February 2007 Vol. 31 No. 9
Corvair Society of America Chapter 857**

Regular Monthly Meetings are held on the fourth Wednesday of each month. November meeting is on the third Wednesday. The December meeting is an annual Holiday Party.



Meeting Place: Micha's North, 1220 East Prince Road, (formerly Mt View Restr.) Parking Lot Bull Session: 6pm. Optional dinner at 6:20, meeting starts at 7pm.

Upcoming Events:

February 24, Saturday
6pm - 7:30pm.

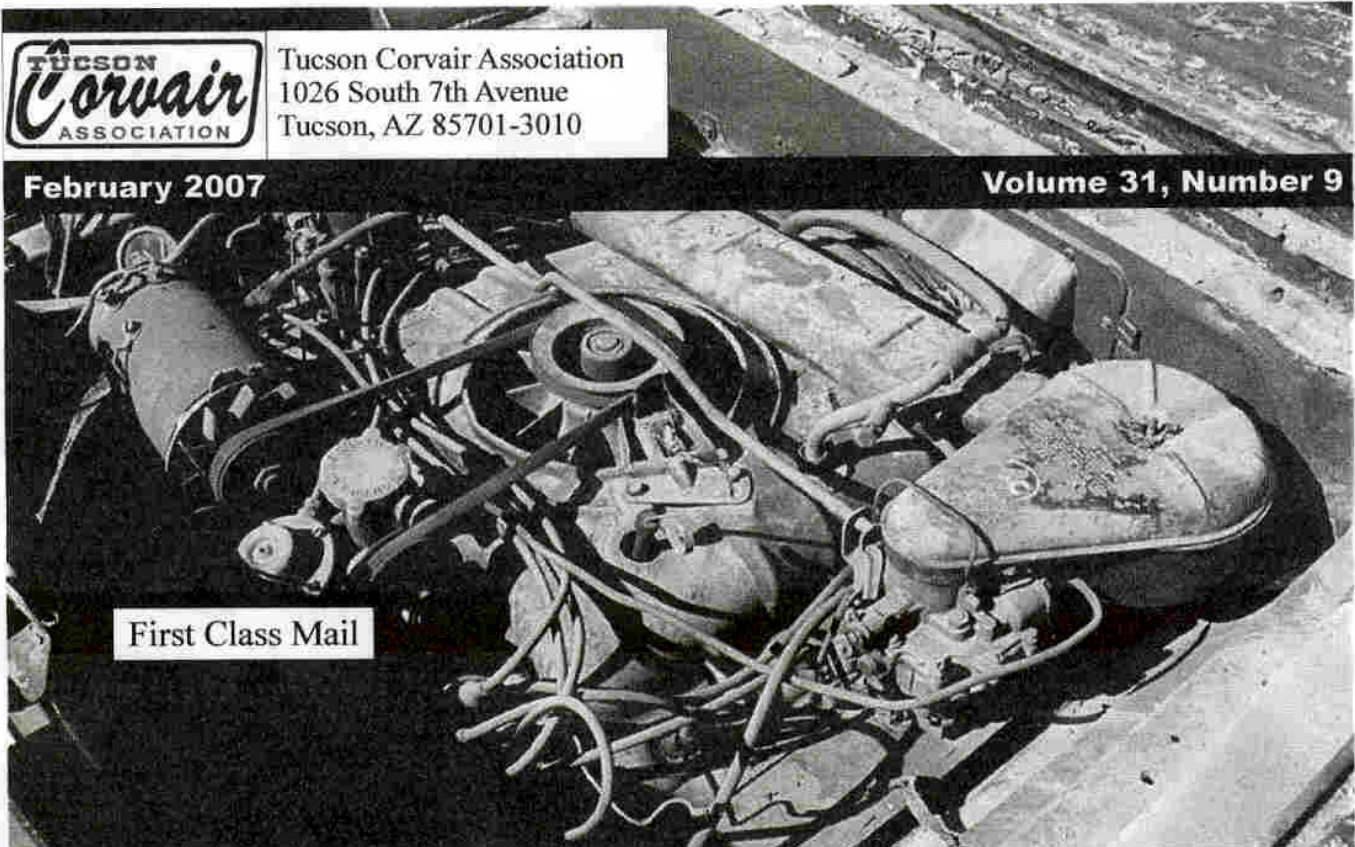
Hamburger Sonic Social and Corvair Evening

Polish the finish and uncork those Turbo mufflers and cruise over to the SONIC DRIVE IN on Broadway at Plumber. 6pm - 7:30pm

March 25, Sunday

Arizona Renaissance Festival

Meet at Metro Grill at 9am, Oracle and Magee roads. Depart before 9:30am .



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